# Item 9: LA-Anaheim Shared-Track Alternative Investigation and Recommendations

Tony Daniels, Program Director

July 8, 2010

# LA-Anaheim Shared Track

This agenda item is comprised of two parts:

- A report on the LA-Anaheim Shared-Track Alternative investigation and Staff Recommendation to the Board (the subject of this presentation)
- A presentation on the Supplemental AA Report, including the proposed addition of the Shared-Track Alternative and a proposed new At-Grade LA Union Station (LAUS) Alternative (to be presented by Regional Consultant STV next)

# LA-Anaheim Shared Track

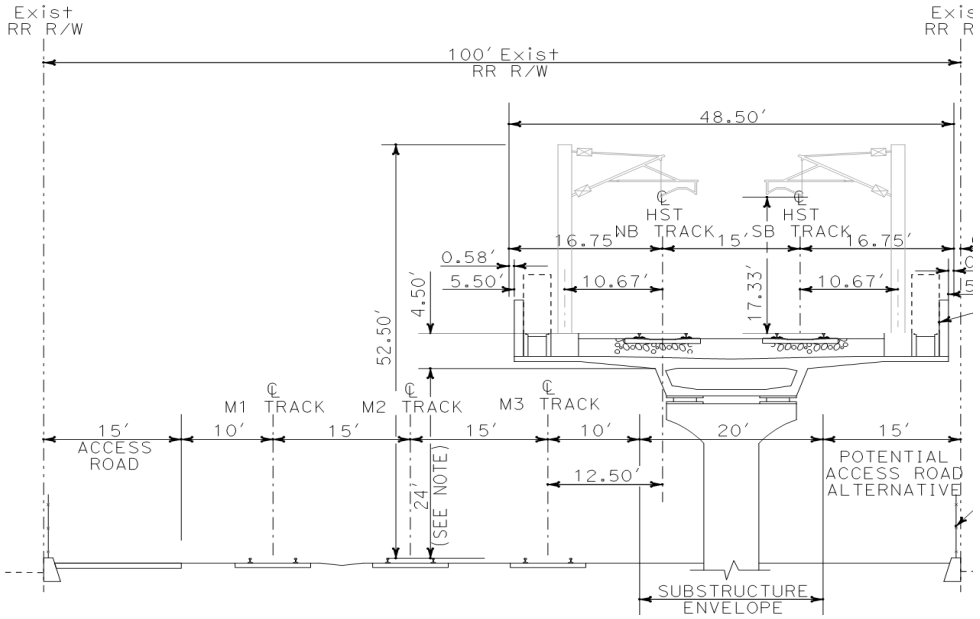
**The Federal Railroad Administration's (FRA's) historic decision announced May 27, 2010 to allow mixed-use passenger train service on the SF Peninsula as long as certain conditions are met (e.g., installation of Positive Train Control, grade crossing improvements, use of train equipment meeting FRA crashworthiness requirements, and temporal separation of freight) paves the way for similar FRA waivers for shared-track operations like LA-Anaheim.**

# LA-Anaheim Shared Track

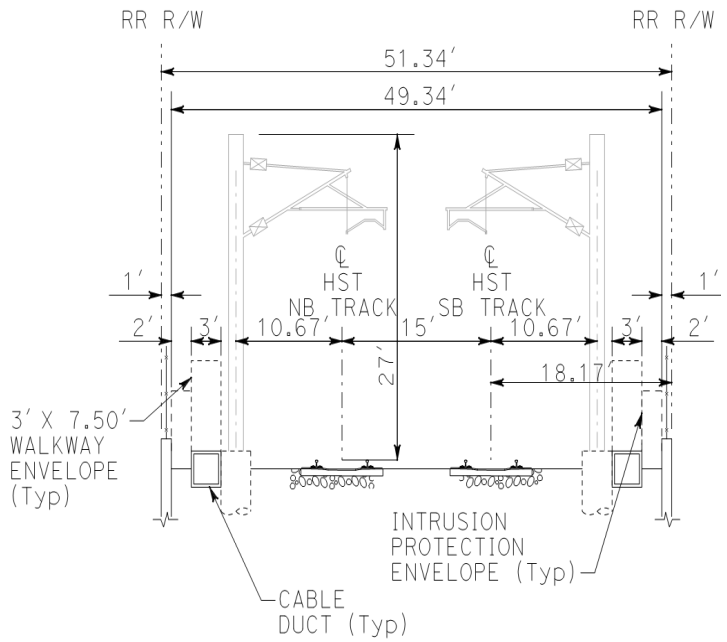
- At the Board's direction in April 2010, staff commenced evaluation of a proposed shared-track alternative for future rationalized high-speed rail, commuter rail, and conventional intercity passenger service between Los Angeles Union Station (LAUS) and Anaheim (ARTIC).
- Proposed shared-track alternative envisions:
  - 2 mainline dedicated passenger tracks largely within the existing 3-Track BNSF right-of-way between Fullerton Junction and Hobart Yard.

# LA-Anaheim Shared Track

- **2 existing at-grade shared-use (passenger and freight) tracks within the OCTA right-of-way from Fullerton Junction to the ARTIC terminal in Anaheim. In this segment, freight trains will be temporally separated from high-speed trains.**




Redondo Jct. to Fullerton (typical)




Fullerton Jct. to ARTIC (typical)

# LA-Anaheim Shared Track

- **Operational studies confirm the feasibility of operating future rationalized passenger service on two shared (passenger-only) tracks between just north of Hobart Yard and ARTIC terminal as follows:**
  - **Commuter (Metrolink): 3 trains per hour (TPH) between Los Angeles and Fullerton during peak period; 4 TPH between Fullerton and Anaheim (1 commuter train each hour from San Diego County would terminate at Fullerton at the Fullerton turnback facility currently under construction)**
  - **Regional (Amtrak): 1 TPH throughout the day between Los Angeles and San Diego (total of 16 trips each direction)**
  - **Express (High Speed Trains): 3 TPH in the peak period**

# LA-Anaheim Shared Track

**The Board will recognize and need to approve the following important feature of this alternative:**

- **Adoption of the Shared-Track Alternative would limit the capacity of the route for high-speed trains to three trains per hour**

  ***Note: In Phase 1, the reduction from 5 to 3 trains per hour would reduce high-speed system-wide revenues and riders by an estimated 3.5%. In the Full-Build System, the reduction to 3 trains per hour would reduce system-wide revenues and riders by an estimated 1.75%.***

# LA-Anaheim Shared Track

- The BNSF and agency and passenger railroad representatives from MTA, OCTA, SANDAG, Metrolink, RCTC, NCTD, Caltrans Division of Rail, Amtrak, and CHSRA met on May 27 and agreed in principle with the shared-track approach
- All parties recognize that legal, operational, and commercial conditions need to be worked out before any final commitment can be made
- Additionally, some issues with UPRR freight operations in the LOSSAN corridor still need to be discussed and resolved with the UP

# LA-Anaheim Shared Track

- Adoption of this alternative would result in a significant reduction in passenger trains operated on the three existing BNSF shared (passenger and freight) tracks between Fullerton Junction and Hobart Yard, as they move to the new passenger tracks. Only up to 32 Metrolink 91/Perris Valley Line and 2 Amtrak Southwest Chief would continue operating on the three BNSF mainlines in the future.
- With this understanding , BNSF would need to limit their operations to three mainline tracks in the corridor, foregoing the option of adding a fourth mainline track in the future

# LA-Anaheim Shared Track

- BNSF has no objection to proceeding with further environmental and other analysis of the shared-track alternative, with the proviso that they are not in a position to say with any degree of assurance or certainty at this time what is feasible, or ultimately practical.
- The passenger railroad agencies and operators in the LOSSAN corridor have all agreed to move forward with the environmental review, design, constructability reviews, and operational studies of this concept.

# LA-Anaheim Shared Track

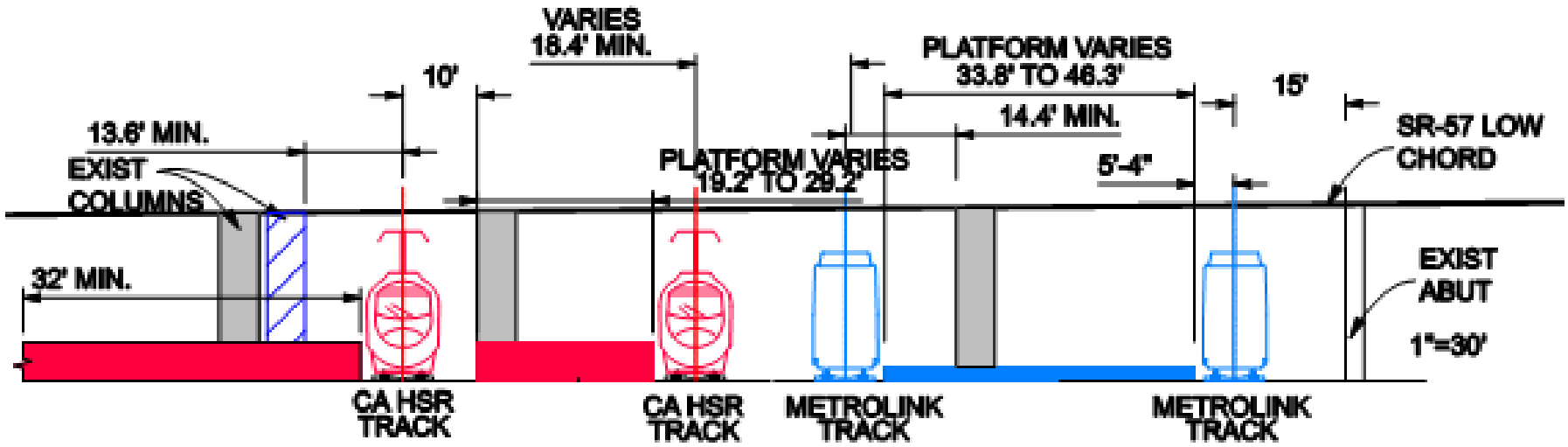
- The top speed of all passenger trains operating on the two passenger-only mainline tracks between LAUS and ARTIC would be 90 miles per hour (mph) to minimize potential train conflicts (overtakes)
- Only two intermediate stations at Fullerton and Norwalk/Santa Fe Springs would be served off of the two passenger-only mainline tracks, further reducing the potential for overtakes
- The Authority currently plans to provide HST service to only one of these two stations

# LA-Anaheim Shared Track

- This shared-use alternative would significantly reduce impacts upon the LOSSAN corridor communities between Los Angeles and Anaheim and limit property acquisition needs.
- The capital cost of the shared-track alternative would be less than the other HST alternative currently being evaluated (Dedicated Track Alternative), primarily because of lower ROW acquisition and tunneling requirements.
- Staff believes this alternative could be added into the current federal and state (NEPA/ CEQA) environmental review process without negatively affecting the NOD/ROD schedule

# LA-Anaheim Shared Track

- In Anaheim, in conjunction with this shared-track alternative, a proposed new at-grade ARTIC terminal configuration has been developed, providing two station tracks and a single low-height island platform for use by Metrolink and Amtrak trains and two dedicated HST station tracks serving two high-level side platforms




**Looking West from ARTIC Station**

# LA-Anaheim Shared Track

- This proposed ARTIC at-grade configuration would support turning up to three high-speed trains per hour, assuming a 30-minute turnaround similar to that proposed at the SF Transbay Terminal, and assuming a turnaround track could be provided for servicing and/or layover at the West Anaheim Yard location

- In addition, three 400-meter train length storage tracks must be provided just south of the LA Union Station to limit dead-heading of trains from the West Anaheim yard to LAUS in peak periods. They would be located in the current location of BNSF's 1st Street Yard.

# LA-Anaheim Shared Track

- The FRA has concurred in Staff's recommendation to add the shared-track alternative into the LA-Anaheim AA and Draft EIR/EIS
- The FRA would also need to approve a waiver to operate Non-FRA-compliant and FRA-compliant passenger equipment in mixed use on shared track between LA-Anaheim, similar to the waiver just approved for Caltrain service on the SF Peninsula

# LA-Anaheim Shared Track

- Independent of the Shared-Track Alternative, a new at-grade LAUS concept proposed by Metrolink has been developed and evaluated by the Authority that would provide eight tracks and four low-height island platforms for use by Metrolink and Amtrak trains and six dedicated HST tracks serving three high-level island platforms to support high-speed train service between Northern California and Anaheim and future San Diego service
- Four of the proposed Amtrak/Metrolink tracks would run through; and four would be stub-ended at the south end of the platforms (as they are today)

# Staff Recommendation

- Based on the above evaluation findings, Staff recommends adding the Shared-Track Alternative and the new At-Grade LAUS Alternative to the LA-Anaheim Draft EIR/EIS and 15% design process and continuing discussions with the railroad operators and the affected communities along the line to further define and advance these alternatives

- STV's presentation on the LA-Anaheim Supplemental AA Report, including the proposed addition of the Shared-Track Alternative and the proposed new At-Grade LA Union Station (LAUS) Alternative will provide further details of these proposed alternatives